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**IDEA-0573-67**

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**9 October 1967**

**MEMORANDUM FOR: Deputy for Materiel, OSA**

**SUBJECT : Possible Problem in U-2R Pitch Trim System**

**REFERENCE : D/M Memo IDEA-0570-67 dtd 4 Oct 67,  
Same Subj**

1. The referenced memorandum noted that the U-2R horizontal stabilizer which acts as the pitch trim control surface is powered by a single hydraulic actuator and in the event of an engine failure, flameout or a hydro failure, the ability to change the pitch trim setting from the failed position would be lost.

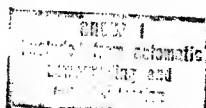
2. To focus on the possible problem, a meeting was held on 5 October attended by [redacted]

[redacted] At the meeting the fact was brought out that both [redacted] had independently discussed the problem with Lockheed and had been assured that based on the wind tunnel results and analysis, the pilot would have no problem in controlling the pitch of the aircraft with the elevator. Coincidentally, [redacted] LAC flight test pilot, had raised the same question prior to first flight.

3. Agreement was reached that it would be inappropriate for Headquarters to direct Lockheed to incorporate redundancy at this time without the benefit of flight test. In order to verify the results of the wind tunnel test and the analysis, Headquarters will make certain that, as a part of the stability and control flight tests, LAC will demonstrate the stick forces required to land while simulating a runaway trim condition resulting in a maximum stabilizer trim angle opposing that required for landing.

SIGNED

[redacted]  
Deputy for  
Research and Development  
Special Activities



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**IDEA-0573-67**

**Page 2**

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